

To-day's Advertisements.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the THIRTIETH ANNUAL ORDINARY GENERAL MEETING of the COMPANY (since its registration) will be held in the Board Room at the HONGKONG DISPENSARY on SATURDAY, the 25th instant, at Twelve o'clock NOON for the purpose of receiving the report of the General Managers together with a statement of account to the 31st December, 1897.

The Register of Shares will be CLOSED from MONDAY, the 23rd instant, until TUESDAY, the 24th instant, both days inclusive, during which period no transfer of Shares can be registered.


By Order,
A. H. MANCELL,
Secretary.

Hongkong, 14th May, 1898. [635]

BIRMINGHAM EXPORT HOUSE is willing to allow Commission with Sole Agency to Good Firm who can obtain Orders from thoroughly reliable dealers.

Apply with full particulars, references, and past experience to WILLIAM THOMSON,
149, GREAT CHARLES STREET,
Birmingham,
England.

[635]



MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY.
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL.
Hongkong, 14th May, 1898. [29]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG."
Captain Robson, will be despatched for the above Ports TO-MO ROW, the 15th instant, at Daylight, instead of at N. as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.
Hongkong, 14th May, 1898. [631]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.
THE Company's Steamship

"NANCHANG."
Captain Finlayson, will be despatched as above on FRIDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th May, 1898. [611]

EAST ASIATIC COMPANY, LIMITED.
FOR HAVRE, ROTTERDAM AND
COPENHAGEN.

THE Company's Steamship
"SIAM."
Captain C. Cold, will be despatched as above on FRIDAY, the 20th instant.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 14th May, 1898. [541]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW LIVERPOOL AND
SINGAPORE.

THE Company's Steamship
"KAISOW."
having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 20th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 20th instant at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant will be subject to risk.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 14th May, 1898. [1-5634]

AN APPEAL.

THE SUPERIORES OF THE ITALIAN CONVENT, CANON ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any Favors, or old Embroidery to be made into Books for the Children of the Free Schools, who are taught by the Sisters.

Hongkong, 14th May, 1898. [148]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

no complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and curants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brand in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 14, 1898.

THE FUTURE OF THE PHILIPPINES.

It is a curious anomaly, and illustrative of the impossibility of putting theories into practice, that the Monroe Doctrine has, by its very enforcement, led to exactly what it was intended to prevent. It was intended to prevent the United States from having disputes with European powers, meddling in their quarrels, invading their territories, or being in any way mixed up with them. Now under the Monroe Doctrine the United States have, rightly or wrongly, caused the injury caused to the interests of the conflict between the Spaniards and the Cubans who refuse to be Spaniards. This has led to an invasion of the Philippines by the Americans, although the Monroe Doctrine lays down clearly that it is intended to avoid complications with European powers.

The question of disposing of the Philippines is going to be extremely difficult. The most obvious solution of the difficulty to our mind, is of course that the Philippines should become British. Britain paying a fair price for them in reduction of the war indemnity and administering them as a British colony or protectorate, with every prospect that the archipelago will steadily become as prosperous as other British

colonies or protectorates. The arrangement might take any of several different forms. It might be simply a sale by auction outright, plain and straightforward, it might be a sale by private contract, it might be a mortgage or a joint-stock limited-liability share transaction, as in the case of the Suez Canal and Egypt, it might be a non-descript arrangement like that whereby Britain lends money to China and acquires control of the Yangtze Valley, or, last of all, it may perhaps in the end be nothing else but an out-and-out conquest, the result of a war between the Anglo-Saxons and the allied powers of Europe.

It would be extremely inconvenient for the United States to retain and administer the Philippines; so inconvenient, that that solution is practically out of the question. It is a pity, for much good would result from permanent American suzerainty of the Philippines. In fact, it would be such a desirable arrangement that we will not be surprised if ultimately some plan is introduced for overcoming the practical difficulties. At present, however, all the authorities of the powers are agreed that it is impossible.

On the other hand, it may be taken for granted that the islands cannot revert to Spain. Though all Europe and America should agree, the Philippines themselves have now made it impossible. The present rebellion is not their first by any means, but it is the first in which they have had so much encouragement and the Spaniards so much discouragement. It may be taken that the Spaniards and their Philippine subjects will never hereafter be able to live together in peace. No other European power has a vestige of a claim on the Philippines, though there are other powers only too eager to take anything they can get, rightly or wrongly. As the *Times* correspondent says, Britain could not afford to allow the Philippines to fall into the hands of certain powers which are distinguished for their eagerness to grab strategic points for fighting purposes. Certain powers, notably France, Russia, and Germany, in looking at any place look first of all at its strategic features. This fact in itself indicates that fighting is one of the first things they think about. In the interests of humanity it is undesirable that such powers should acquire such positions. These powers, on the other hand, strongly object to allowing Britain to enlarge her territories. It is a constant source of wonderment to us why they should so strenuously object, because we can make any place better for the Germans than the Germans themselves, better for the French than the French themselves can, and probably we can make a place better for the Russians if they choose to come. That is to say, Europeans of various nationalities are more willing to go, for instance, to Cape Colony than to Angola, Namagaland, or Madagascar, and we fancy that but for artificial methods of forcing colonisation, Vladivostok would have fewer Russian than Chinese inhabitants. This, however, is a surmise which need not be pressed too far. At any rate, there is no truth in the plea put forward by the land-grabbing Powers, "We have no port in China where we can take our ships."

The present position of Admiral Dewey is extremely perplexing. He has inflicted a severe blow on the Spaniards in the course of his duty to his country. He cannot be blamed for that, but in so doing he has practically destroyed what little there was of law and order in the Philippines; and the American victory in Manila Bay must have appreciably augmented the growth of anarchy in the Philippines. Now it appears difficult, if not impossible, for the Philippines to be restrained by any influence. With a few honourable exceptions, they are a mere rabble instigated by the suggestion of freedom after centuries of oppression and degradation. It requires a strong hand now to hold them down and prevent probable outrages on humanity, but who is to hold them down? Admiral Dewey with his small force cannot do it, nor will the 5000 men reported to be embarking at San Francisco be enough to police such a large country. The Spaniards have never been able to do it; least of all could they hope to do so now. It is greatly to be feared that the Philippines will, until some settlement is arrived at, namely, for probably some months to come, be in a terrible state of upheaval, and any power which undertakes to restore law and order and make the much troubled archipelago a smiling prosperous possession, will have an extremely difficult task.

TELEGRAMS.

("HONGKONG TELEGRAPH" SPECIAL.)

THE SHAI RIOTS.

COMMISSIONER REPORTED MISSING.

TIENTSIN, May 13th.

According to a report which has reached here, there has been serious rioting at Shai; the Customs station is said to have been burnt down, and the Commissioner of Customs is reported missing. The British Consulate was also attacked, the flagstaff thrown down and flag torn to pieces, and the building burnt to the ground.

[Our previous telegram reporting the riot was from Shanghai, and it was by an oversight that it was made to appear under the same date-line as the Tientsin telegram.—H.K.T.]

THE "PILGRIM OF LOVE."

ROUND THE WORLD IN EIGHTY YEARS.

TIENTSIN, April 13th.

The "Hailed Kist" has arrived at Tientsin. H. L. H. Prince Henry proceeds direct to Peking, by railway; and is to have an audience of the Emperor on Sunday.

THE BRITISH MINISTER.

The British Minister, who left Tientsin on the 4th inst. for Chefoo and Wei-hai-wai, has returned to Peking.

THE GERMANS AT KIAOCHOW.

SERIOUS ALLEGATIONS.

It is alleged that the German soldiers at Kiaochow have wantonly destroyed an image of Confucius and a temple. Chinese students everywhere are drawing up memorials, and the greatest indignation prevails throughout the province. [Shantung is the province in which Confucius was born.—Ed H.K.T.]

REUTER'S MESSAGE.

THE AMERICAN-SPANISH WAR.

LONDON, May 12th.

General Merritt commands the Army Corps for the Philippines, which consists of 2,500 regulars and the remainder volunteers from the Western States.

Although it was announced at Washington on official authority that the Spanish fleet was at Cadiz, it now appears that the report emanated from a doubtful source in Spain in order to keep the real movements absolutely secret. Señor Serrano, speaking in the Cortes, declared that the present or any future Government would prosecute the war to the bitter end.

LOCAL AND GENERAL.

Two Chinese were to-day fined \$50 each for being unlawfully in possession of revolvers.

SEROT. Counts to-day prosecuted a hawk for injecting morphine. He was fined \$5 or six weeks.

A boy of 15, for gambling in the streets, was to-day ordered to receive six strokes with the birch within seven days.

Mr. H. W. Bell, a Peak resident, to-day charged a cook with stealing provisions and a sentence of twenty-eight days was imposed.

THE maximum temperature of Hongkong last month was 86.3, on the 20th, and the minimum 47.9, on the 17th, the mean for the month being 69.1. The rainfall amounted to 3.44 inches.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Chung Shoo Koo\$3

HONGKONG'S revenue last year amounted to \$3,666,914, being \$347,091 more than estimated and \$77,037 more than in 1896. The expenditure was \$3,641,409, being \$166,499 more than in 1896. In addition the sum of \$323,705 was expended on public works chargeable against the loan.

THE price of bean-cake, says the *Times*, has increased so at Newchwang that junkies are leaving for the South empty, a state of affairs which has not been experienced for years. The reason is that large quantities of the bean-cake have been purchased for Japan, which has consequently made the supply scarce and prices high.—*Mercury*.

A LAMENTABLE accident occurred recently at the Fung-shan colliery, by which some forty men lost their lives. The mine being suddenly flooded by the bursting of the river's bank, and forty miners being drowned before any rescue could be effected. Three men who had only a few minutes before gone to the surface to relight their lamps, escaped.—*Peking and Tientsin Times*.

REFERRING to a suggestion that the Chinese Court might be removed from Peking to Hsinan in Shensi the *N. C. Daily News* says:—There is a story current that the Empress Dowager has an immense private store of bullion at Peking, which is annually increased under the will of her late husband Hsiao Feng; that it is this treasure which makes her such a power in the Empire; that she is beginning to be afraid that the Russians will come down to Peking and carry off her hoard; and that she is accordingly preparing to transfer it to Hsinan. What we know from independent testimony is that the road from Peking to Hsinan is guarded by detachments of soldiers posted the whole distance at intervals of about twenty miles, the whole being under the command of the conqueror of the Mahomedans in Kansu, General Tung Fuhshang.

It was a small but very appreciative audience that assembled in St. Andrew's Hall yesterday afternoon to hear Mr. Sydney H. Morse's vocal recital. This gentleman has gained a high reputation in other parts of the East as a very talented and artistic singer and his performance in Hongkong amply supports the eulogies bestowed upon him elsewhere. With Mr. Tienling, another artist with a big name in the East, as accompanist, Mr. Morse went through a most enjoyable programme and for each item he was heartily applauded. The numbers given were "Where'er you walk" (Handel), "A temple Garland" (Lord Henry Somerset), "The Beggar Maid" (Barbry), "A Vision" (Lohman), and "Come into the Garden Maud" (Rally), and "Flora MacDonald's Lament." A single-handed entertainer has always a hard task before him to keep the interest of his audience and in this Mr. Morse was eminently successful. He has a voice sweet, rich and pure in quality and he also has it in excellent control, while very careful training is abundantly evidenced. It was understood at first that Mr. Morse would only give one recital here but he has yielded to a request from a number of local lovers of music and will take part in a concert to be given by several lady and gentleman amateurs in St. Andrew's Hall on Wednesday next at 9.15 p.m. As this is a more convenient hour there should be a larger attendance than was the case at yesterday's recital.

FOR stealing a blanket from the Windsor Hotel a cook was to-day sentenced to sixty days' hard labour. Another thief who stole a cooler's blankets received twenty-eight days with hard labour.

THE *Peking and Tientsin Times* says:—The River Improvement Scheme has, we hear, been entirely and unanimously approved by the foreign Minister and—but everyone will rested on the subject comes to a full stop at 'and,' so we have not been able to discover just whereabouts the scheme is at the present moment, nor why there is apparently no immediate prospect of a raising trade being done in Peking mud.

THE E. and A.S.S. Co. according to an exchange are building a new steamship for the China-Australia line. It is to be called the "Eastern" and though otherwise similar to the *Australian*, the new boat will be of greater capacity and speed. A rumour gives the new boat two knots an hour greater speed, and 500 tons more capacity than the *Australian*. It is not unlikely that Capt. Ellis of the *Albatross* will be sent home to bring out the *Eastern* in which case we may find the *Albatross* on her present trip in charge of her late chief officer, Mr. Cook.

A RECENT Wuchang letter to the *N. C. Daily News* gives what may be an explanation of the Shai riots, reported in our special telegram:—The fact is a bitter one; rice has gone up considerably in price and this, following upon the recent failure of several local cash shops, means hard times for many in Wuchang. The rumours relate in part to the cause for such dearth of rice. It is said that no more rice is to be sent from Hunan because of disturbances there, mislusion property has been wrecked and it is even said that three missionaries have been murdered. The name of the mission is mentioned but as their station is in another district to that in which the trouble is reported to have taken place, there seems good reason to hope the rumour is a false one. A later rumour says that the Governor of Hunan has committed suicide.

MISSERS BENJAMIN, KELLY & FORTS, in their *Weekly Share Report* dated Hongkong, Friday, 13th May, 1898, say:—The market has been very quiet during the past week, and with the exception of a sharp rise in Jelebas and a slight advance in Banks, there are scarcely any changes to report. Banks:—Hongkong and Shanghai Banks have been in strong request at gradually improving rates, but only a small lot has changed hands at 187 per cent. premium; holders are unwilling to part with shares unless at an advance. The market closes with buyers at 189 per cent. premium. The London rate is 186. Shipping:—Douglas Steamships have been sold at \$8. Indo-China are offering at \$62. China Mutuals have been sold at 17.15 for preference shares, and 14.15 for 25 paid up ordinary shares, and are wanted. Refiners:—China Sugars have again been dealt in at \$162, but at the close the market is slightly easier with sellers at a point lower. Lard:—Lard is in demand at \$41. Mining:—Ponjongs have ruled quiet at \$51 with only a few shares changing hands. A telegram from the mines states that "during the month the mill ran 30 days, crushing 2,500 tons of headings, yielding 230 ounces of smelted gold; twenty-four tons of concentrates treated in Berdan pans, yielding 10 ounces smelted gold; making a total of 246 ounces without the cyanide." Rauts have changed hands at \$29 and \$30, closing steady at the former rate. New Balmorals have been placed to a large extent at 70 cents for ordinary, and 75 and 80 cents for preference shares, and close steady. Jelebas have been negotiated in large quantities at \$1: \$2, \$3, and \$4, and are firm at the latter rate. Great Eastern and Caledonians are offering at \$34; a small lot, fully paid up, has been sold at \$5. Olivers B are steady at \$51. A telegram from the mines states that a crushing of 675 tons of stone from Eureka has resulted 6 dwts. to the ton. Hongkong and Whampoa Docks have advanced slightly and shares are enquired for at 254 cent. premium.

At 5.30 p.m. on Friday, 22nd ulto, H.R.H. Prince Henry of Prussia reviewed the German company of the Shanghai Volunteer Corps in the interior of the Race Course. The company, commanded by Captain Heyn, in blue tunics and white trousers, marched up the Maloo preceded by the band of the *Cornwall*, and attended by a crowd of admiring spectators. They were about 45 strong. On arrival they were formed up on the ground, a large crowd of people being present, including Sir Nicholas Hannan, while Major Cross, R.A., the inspecting officer, and Major Holliday, S.V.C., were in uniform at the saluting point. As Prince Henry came on the ground in his uniform Admiral's uniform, attended by his aide-de-camp, Captain Miller, his flag-lieutenant Count Spee, Comand General Siebel, and Baron von der Goltz, the band played *Hail Dir in Shai Kraus* (God have the Queen), and the Germans gave three cheers. The company were then put through the manual, and did some company movements, with skilful and black cartridge firing, finally marching past *Hail Dir in Shai Kraus* was played again, the company gave three cheers for Kaiser Wilhelm, and the Prince made a short address, in which he complimented Captain Heyn and his men on their excellent drill. It would indeed, says the *N. C. Daily News*, be difficult to say too much in praise of the way in which the German company carried out all the orders given them; the smartness, quickness, and precision with which everything is done by them were universally noticed and commended. At the end of the inspection the company marched back down the Maloo with their band. The Prince after dinner attended the subscription ball at the Country Club, but this was entirely an informal function. It was a very enjoyable dance. His departure from Shanghai, where he is as popular with all who have been brought in any way into contact with him as he was in Hongkong, has been, we understand, again postponed.

* * OWING to want of space we are reluctantly compelled to hold over a long account of the situation in Manila by our special correspondent. This interesting matter will, however, appear on Monday.

RECENTLY while Mr. Jordan, H.B.M.'s Charge d'Affaires in Korea, was walking along a street in Seoul in the company of another foreign gentleman, a drunken Korean soldier, belonging to the first regiment of the Imperial Guard, saluted him by a 'friendly' smack across the shoulder. Mr. Jordan seized the offender and handed him over to the nearest police station. The Minister of Foreign Affairs, hearing of the episode, immediately called on Mr. Jordan and made suitable apologies, while the War Department took the prisoner into its hands and sentenced him to be shot. Mr. Jordan expressed a wish that the man should not be dealt with so severely and the sentence was commuted to ten years' banishment.—*Mercury*.

MESSES. Lambs and Rogge in their weekly freight circular, say:—Business during the fortnight has not been lively. The demand for tonnage has been seriously affected by the markets for rice here and Japan continuing a downward course, rice freights have in consequence suffered a further decline. This has helped to have some chartering requirements filled, which have been on the market for quite a long time and which, for the recent splendid Saigon and Hongkong—Japan freights, owners, some little times ago, would not look at. Chartering is of a miscellaneous character once more. Coast Rates generally do still keep up to rather much above their usual level, but the feeling is weaker, and the future will mainly depend on the course that rice freights are going to take. It is a fact that tonnage is by no means plentiful and is likely enough to continue to be short supplied, as only quite recently again several more of the boats now employed in Eastern waters have been taken up for homeward charters.

THE BATTLE OF MANILA BAY.

ANOTHER ACCOUNT.

NOTES TAKEN ON BOARD THE U.S. FLEET.

April 30th.

This morning dawned fine and clear, a gentle breeze just raised a few ripples on an otherwise smooth sea. The fleet looked extremely well and preserved splendid formation.

They were divided into 3 divisions:—
(1) *Olympia*, *Baltimore*, *Raleigh*; (2) *Petrel*, *Concord*, *Boston*; (3) *McCallough*, *Nashville*, *Zephyr*.

The 1st and 2nd divisions formed one column and the third steamed abreast the first on the right hand side, 2,000 yards distant. Each ship was 400 yards from the one ahead. During the morning the *Boston* and *Concord* were detached from the fleet and ordered to proceed to Subig Bay and search for signs of the enemy. They departed and the *Baltimore* was despatched with a similar order in regard to the Luzon coast. A Spanish schooner was boarded for information, but they told us there was no Spanish fleet in Manila and that they were piloted out past Corregidor (that pointed to Manila). The information was not considered reliable but it was reported to the *Olympia*. This incident was prior to the departure of the *Boston* and *Concord*. We reached Subig in safety during the afternoon and were joined by the other ships who had failed to find signs of the enemy.

A consultation was held and it was decided it was best to enter Manila Bay tonight. All lights were to be kept except a stern light which each vessel was to carry in such a way as to be invisible except right astern. We were to proceed by division in single file each vessel keeping as closely as possible in the wake of her leader, thereby lessening the risk from mines. After passing through the Southern Channel of Corregidor all the fleet were to anchor in the middle of the Bay.

May 1st.

I was rather surprised to find that I was not awakened. I looked at my hand when holding a glass of water and decided my nerves were even steadier than usual. I felt however very nervous—almost sick. I shall not forget the boom of the first gun nor the scream of its shell as it passed over the *Boston*. We were all up and very quiet, watching for the flash that might, at any time be the signal for our passage to another world. Again and again came the quick flash of light followed by the scream of the shell and the dull boom of the gun and each time the shell flew overhead or dropped short. The fire was returned by some of our ships but only very few shots were fired before we got out of range.

It is said several torpedoes were fired. The *Nashville* did a foolish thing just before we passed out of range. She was in such a hurry to get along that they allowed her funnel to flame, thus offering a splendid target for the enemy's fire. Everybody was intensely annoyed about it. Contrary to the previous arrangement we did not anchor but kept steaming slowly on. By dawn the fleet had got within range of Manila. The 3rd division, not being armed heavily enough to engage the fleet, were to lay off. They took up a position so that they were at the apex of a triangle having Manila ahead and Cavite abeam, each just within range of the heavier guns. The fleet had steamed in towards Manila and now were going down towards Cavite. The Spanish fleet consisted of 11 cruisers and gun-boats, 1 transport and a torpedo boat and they all came out from behind Cavite in the afternoon of May 1st. It may be said that taking ships and forts, it is doubtful if the Spanish had the weight of metal we possessed. The 1st shot was fired from Cavite at 9.05 a.m. and was at once returned by the *Olympia*. The torpedo boat came out with the fleet and the *Olympia* turned her secondary battery on one at once and sank her with one volley. The other fleet. The transport tried to escape towards Manila but received a very heavy fire which disabled her, and she drifted astern, where a shell hit her on fire and she burst out. The U.S. fleet steamed right in, engaging forts and ships at the same time. The plan of attack was to strike in an oval preserving their formation as much as possible, the inside ships to engage continuously and the outer ships to round to see whether the enemy's shells fall short or passed over her, and to go closer in or further out next round. The smaller Spanish boats

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MATSUYAMA MARU	SINGAPORE (Transshipping Cargo for JAPAN PORTS), COLOMBO and BOMBAY	TUESDAY, 17th May, at Noon.
KINSHU MARU	SEATTLE, WASH., VIA KOBE and YOKOHAMA	THURSDAY, 19th May, at 4 P.M.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transshipping Cargo for JAPAN PORTS), PENANG, COLOMBO and PORT SAID	MONDAY, 23rd May, at 4 P.M.
ONI MARU	THURSDAY ISLAND, MOURILYAN, DUNGENESS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 14th May, 1898.

J. J. CARNAUD, 3, rue d'Argout, PARIS

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THE GRILL ROOM.

Hongkong, 1st September, 1897.

MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office: TOKIO.

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NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship.

We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Call Flag "H".

J. W. KEW & Co., STEAM WATER-BOAT CO., 18, Praya Central, Hongkong, 7th October 1895.

MBE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 11, Hous Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a specialty.

Hongkong, 2nd & 3rd March 1896.

DENTISTRY.

DR. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 8, Queen's Road Central, Hongkong, 9th February, 1898.

SUN TING,

SURGEON DENTIST,

No. 19, PAGUILAR STREET, TERMS VERY MODERATE.

Hongkong, 27th September, 1895.

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA. (FLORIO & RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BORMIDA," Captain B. B. B. will be despatched as above on MONDAY, the 16th instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th May, 1898. 1620

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"ANTENOR," Captain Jackson, will be despatched as above on TUESDAY, the 17th instant, at 4 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th May, 1898. 1578

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"SUISANG," Captain Payne, will be despatched as above on TUESDAY, the 17th instant, at Noon.

For Freight or Passage, apply to JARINE, MARSH & Co., General Managers.

Hongkong, 12th May, 1898. 1624

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI. THE Company's Steamship

"KALGAN," Captain Bennet, will be despatched as above on WEDNESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May 1898. 1614

THE LANCETSHIP OWNERS CO., LIMITED.

FOR YOKOHAMA, KOBE AND NAGASAKI. THE Steamship

"EGREMONT CASTLE," will be despatched for the above Ports on or about the 18th instant.

For Freight, apply to HARLING, RU-CHMAN & MENZEL, Agents.

Hongkong, 13th May, 1898. 1623

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"CHINGTU," Captain Tater, will be despatched as above on FRIDAY, the 20th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May, 1898. 1609

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE. THE Company's Steamship

"MARQUIS BACQUEHEM," Captain G. Wallisch, will leave for the above places on FRIDAY, the 20th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th May, 1898. 1616

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"SARPEDON," Captain Gier, will be despatched as above on WEDNESDAY, the 18th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th May, 1898. 1633

SAILING VESSELS.

FOR SAN FRANCISCO. THE British Bark

"WEST YORK," W. L. Forster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 7th March, 1898. 1352

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE," Lever, Master, Shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th March, 1898. 1414

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia | 2,608 | T. H. Dobson ... | May 21.

Arizona | 3,164 | J. A. D. ... | June 14.

Tacoma | 3,549 | A. D. ... | July 2.

Victoria | 3,167 | J. Truebridge ... | July 19.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Bramar | 3,601 | E. Porter ... | June 4.

Mogel | 3,654 | W. H. Wright ... | June 18.

Columbia | 2,005 | A. G. ... | July 9.

Bramar | 3,601 | E. Porter ... | Aug. 13.

HE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON 147.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK 141.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 128.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 12th May, 1898. 1614

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

POINTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Potsdam | Wednesday | 25th May.

Sachsen | Wednesday | 22nd June.

Bayern | Wednesday | 20th July.

Prinz Heinrich | Wednesday | 17th Aug.

Darmstadt | Wednesday | 14th Sept.

Potsdam | Wednesday | 12th Oct.

Sachsen | Wednesday | 9th Nov.

Bayern | Wednesday | 7th Dec.

Prinz Heinrich | Wednesday | 4th Jan. 1899.

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "POTSDAM," Captain R. Helms, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 24th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELLERS & Co., Agents.

Hongkong, 27th April, 1898. 1571

COAL GODOWNS, PRAYA EAST.

GODOWN IN BLUE BUILDINGS.

FLOORS IN STAUNTON and ELGIN STREETS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 2nd May, 1898. 112

TO LET.

No. 3, STEWART TERRACE, with immediate Possession.

Apply to J. W. NOBLE.

Hongkong, 30th April, 1898. 1585

TO LET.

THREE ROOMS on 2nd Floor No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate.

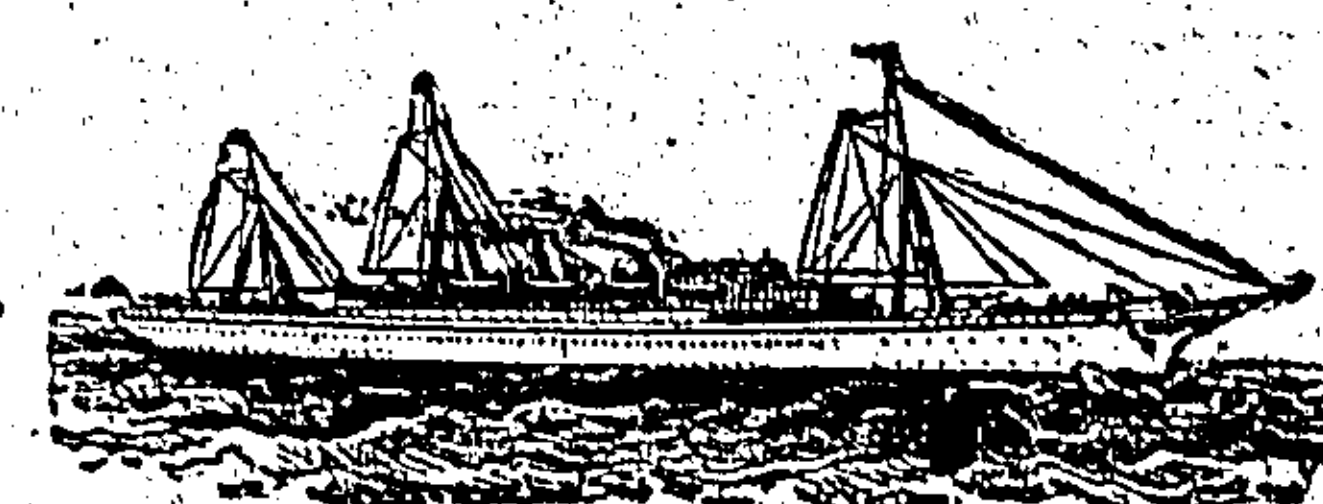
Apply to Mr. SUI SANG, On the premises.

Hongkong, 7th March, 1898. 1517

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Two Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th May, 1898.

EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R...WEDNESDAY, 8th June, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.

THE magnificent Two-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Padder's Street.

Hongkong, 28th April, 1898. 13

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 28th May, at Daylight.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 16th June, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 5th July, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 28th May, at Daylight.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 1/4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th May, 1898. 15

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.